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HONGKONG, TUESDAY, MARCH 1st, 1904

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
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1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 9.30 p.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.02 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
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BIRTH.

On the 23rd February, at 180, Bubbling Well
Road, Shanghai, the wife of EDWARD W. MAR-
LAND, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DE VILLE ROAD, S.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1ST MARCH, 1904

About the end of the third week of January last—the news was first published to the world on the 23rd of that month—Corea proclaimed that, in event of war between Japan and Russia, she would remain neutral. It was announced very shortly after this that Russia did not approve of the declaration; yet, almost at the same time, it was reported that it was due to the machinations of a secret association of Belgians, French, and Russians in communication with some of the higher Corean officials that the Seoul Government had taken the step. On the 8th February the Russian warship *Korets*, coming out of Chemulpo harbour, fired what is alleged to have been the first shot in the war at a Japanese squadron then approaching Chemulpo. On the next day the Japanese vessels destroyed the *Korets* and *Varyag*, and proceeded to land troops at Chemulpo. Refusing to recognise the neutrality of Corea, the Japanese proceeded to occupy Seoul, which was in their hands about the 11th ultimo. Whether simultaneously they effected a landing in any other part of Corea is unknown. It seems more than probable that they did so at Fusan at least, in order to keep control of the unfinished Fusan-Seoul railway line; and the large number of transports known to have been collected at Nagasaki and elsewhere have not yet been accounted for. All means of telegraphic communication (except Russian land lines to Europe) having been in Japanese hands for some time, it is easy to understand why we should have heard nothing of what has been happening in

Southern and Eastern Corea. Anyhow, it is certain that the Corean capital has been in Japan's possession for nearly twenty days, that she has been pouring troops in, while her fleet has securely tied up the Russian squadron at Port Arthur, and that her forces have been steadily advancing on Ping-ting, in Phyeng-an, the north-westernmost province of Corea. Now it appears, by our Kobe telegram, which we publish to-day, that on the 23rd February Corea signed a treaty of alliance with Japan, apparently, as our correspondent says, ranging her with Japan as a belligerent and rendering invalid her previous declaration of neutrality. Perhaps the precise significance of this alliance is not great. Seoul and the Corean Court being in Japanese custody, Corea could but fall in with Japan's wishes. For Corea all that the agreement with Japan means is that Corea will give up the hopeless task of attempting to maintain neutrality between the two Powers preparing to battle in her territory, neither of whom in the slightest degree intended to respect her neutrality. In event of Russian success in the war she might fall a prey to Russia (with the consent of Europe and the United States); but, had she remained neutral, Russian success would still have meant Russia's predominance in, and gradual absorption of, Corea. On the other hand, Corea's alliance with Japan promises to her, should Japan win, a larger measure of autonomy under Japanese guidance than she could otherwise expect. In yielding to compulsion, Corea has done herself at least no harm.

Assured by the new Protocol of Corea's aid, Japan has pushed forward rapidly, and on Sunday last had reached the town of Ping-ting or Phyeng-ting, a town some 120 to 130 miles north-north-west of Seoul, in the province known as Phyeng-an. Here, though the place is 100 miles on the Corean side of the Yalu River, Russian cavalry scouts were met and driven back by the Japanese infantry. The outposts of the hostile armies are therefore in close touch in North-west Corea, and a heavy engagement cannot be far off. The relative strength of the opposing forces is, of course, absolutely unknown to us. Russia's military movements since the outbreak of war have been lost in entire obscurity, and Japan's only slightly less so. Wiju, on the east bank of the Yalu estuary, is in Russian hands, but there is the Japanese fleet to threaten Russia's flank, with part of its strength, if only Port Arthur can be "bottled up," as it does not seem to be yet. Last week's news of Japan's move at Possiet Bay has not been confirmed. A distance of considerably more than 300 miles separates Possiet Bay from the scene of the coming collision, so that the two movements, if harmonious, would be distinct. A mystery surrounds the proceedings of the four strong Russian cruisers which sunk a small Japanese steamer off the Hokkaido on the 11th February. After being reported damaged by a Japanese torpedo-squadron, they were said to have retired to Vladivostock; but there has been no certainty about them. If they are at Vladivostock, it is highly improbable that the Japanese could land at Possiet Bay, not 60 miles away, without a naval engagement. Accounts of the progress of events in the extreme North must be received with extreme caution. And, indeed, the same might almost be said of those regarding events on the other side of Corea; only it is impossible that all the latter could be hidden. We have the advantage of reading some of the Japanese official despatches, which seem on the whole fairly free from exaggeration, a remark which cannot be made of Admiral ALEXIEV'S despatches. The fable about the four sunken Japanese battleships must make us very wary of crediting Russian official reports. Russia is certainly very consistent in her adoption of the worse rôle in her contest with Japan.

Mr. Johnstone, who was thrown at the Races on Saturday and dislocated his shoulder, is reported to be progressing favourably, we are pleased to hear.

Royal sanction has been given to the alteration of the title of the Hongkong-Singapore Battalion of Royal Artillery to Hongkong-Singapore Battalion of Royal Garrison Artillery.

The visitors to the City Hall Library and Museum for the week ending the 28th February, 1904, were 193 non-Chinese and 61 Chinese to the former, and 45 non-Chinese and 5,475 Chinese to the latter institution.

On the 26th inst., before Mr. Scroomb Smith, a lady was fined \$10 for neglecting to exhibit a light on her sailing yacht, whilst at anchor off Wauchai, between sunset and sunrise. The charge was framed on Section 25, sub-section 2 of Ordinance 36 of 1899. This might be taken as a warning to yacht-owners to see that their boat-keepers observe the harbour regulations.

The Chinese gunboat *Chia-to*, Capt. Teo Kow Ying, arrived from Canton yesterday.

H.M.S. Ocean, Cressy, and Centaur left yesterday for Mirs Bay, and the gunboat Fearless for Weihsien.

New York advices of the 3rd February report the death of W. C. Whitney, an American barrister of repute, who was Secretary to the Navy from 1885 to 1889. Whitney was best known to Englishmen through his racing, particularly his in the Derby with Volodyevski in 1891.

To-day the Opium Farm enters upon the new lease. Mr. G. Hogarth, late of the Sanitary Department, takes over the duties of Chief Excise Officer in succession to Mr. J. J. Spooner, with Mr. Chua Beng Chan as Assistant Officer. Mr. Chua Beng Chan acted as Prosecuting Agent in the Opium and Spirit Farm at Singapore from 1898 till 1900. The shop of the Opium Farm now is the China Joong Hoong Co.

The funeral of the late Admiral Keppel last month was marked by impressive demonstrations of respect and affection. Both their Majesties the King and Queen as well as the Prince of Wales attended the memorial service held in the Chapel Royal. Wreaths were sent among others by the Queen, Princess Louise, and the German Emperor. To the Queen's wreath was attached a card in her Majesty's own handwriting bearing the words: "In loving memory of my beloved little Admiral, the best and bravest of men." A wreath was also sent by the Rajah and Rani of Sarawak.

The frontispiece to the first of Sir Harry Keppel's three volumes was sufficiently remarkable. Two servants are looking down upon a small foot-bath covered with a cloth, from which a baby's foot is protruding. In the doorway is a carpenter advancing with a small coffin, which he carries in the manner of a walking-stick. The explanation of this curious picture is supplied in the author's opening sentences:—"It was only in 1820 I learned from my sister, Mary, that three weeks after birth I was deposited in my father's foot-bath to be interred in a garden at the back of the house, not being entitled to a birth in consecrated ground. That mattered little, as before the final screwing down the old nurse discovered there was life in the 'small thing.' That life lasted 95 years!"

The *Vaterland* and *Tsingtao*, two of the shallow-draft gunboats, are now completed for the German Navy for service in the Chinese rivers. These steamers, of which there will eventually be six, are very similar in type to the *Sheikhs* class, constructed by Messrs. Yarrow for the Egyptian Government. Outwardly, the most noticeable feature of difference is the provision of a military mast, with searchlight platform, in place of the light pole mast hitherto rigged. The vessels are 104 ft. long, by 26 ft. 3 in. beam, and with a displacement of 170 tons, will draw only 2 ft. of water when loaded. Their main armament consists of one 88 mm. gun forward, and one 50 mm. gun aft, with smaller pieces, all mounted behind shields. The protection consists of bullet-proof nickel-plating. With Yarrow water-tube boilers, working under forced draught, they will steam about 13 knots; with natural draught 10 knots. The complement is 53 men. The boats are built in floatable sections, and as they are completed are shipped to the Far East.

The French military organ *Armed et Marine* thus describes the Japanese soldier:—"In general a good shot, the Japanese is a first-rate marksman. Those who draw the kurumayari often manage to go 80 kilometres a day and get up next morning quite ready for more work. There is the stuff in them to make good soldiers, for, as Napoleon said, it is with good feet that battles are won. As to their shoes, *à la guerre comme à la guerre*. During the first campaign in China the Japanese soldiers did not hesitate to put on their ordinary footgear when their military shoes were worn out or hurt their feet. Sandals are light, cost very little, and last for days in dry weather. The Japanese, whose enthusiasm is easily excited, is capable at any moment of an astonishing amount of energy. Stimulated by an ardent patriotism, a fanatical pride, he is capable of prolonged effort without getting discouraged. If his profound contempt for death, prompted by Oriental fatalism, be taken into consideration, the power of an army of such men will be understood."

Concerning the question of English capital and Chinese railways, the *Globe's* Financial Editor writes as follows:—"English capitalists may have got over the fever which characterised the manner in which they struggled—in many cases successfully—to obtain concessions in China a few years back, but it would be a mistake to suppose that they have forgotten the existence of the concessions or that these are to be allowed to lie fallow. A reminder to this effect comes in the registration of the Chinese Central Railways (Limited), with a capital of \$100,000, of which £50,000 has been subscribed jointly by the British and Chinese Corporation and the Peking Syndicate. The object of the company is to consolidate the interests acquired and to be acquired, by the two syndicates in the construction of railways north of the Yangtze River, and to defray the expenses of the surveys of the different lines for which concessions have already been granted. Three of the directors represent the British and Chinese Corporation, and three represent the Peking Syndicate. There is no intention, we understand, to make a public issue of capital, so that the news is chiefly of interest as showing that the railway concessions are to be exploited systematically. So little had been heard about them recently that some doubt on that head might have been excusable."

On the 26th inst., before Mr. Scroomb Smith, a lady was fined \$10 for neglecting to exhibit a light on her sailing yacht, whilst at anchor off Wauchai, between sunset and sunrise. The charge was framed on Section 25, sub-section 2 of Ordinance 36 of 1899. This might be taken as a warning to yacht-owners to see that their boat-keepers observe the harbour regulations.

Fine weather is reported from all directions.

The amateurs are rehearsing the Yeomen of the Guard at Tientsin.

Ninety tons of dynamite arrived yesterday by the German steamer *Heinrich Mensel*, from Hamburg.

The Victoria Recreation Club (as will be seen from our advertising columns) will hold their seventh annual athletic sports on the Football Club Ground on Easter Monday, 4th April. Entry forms and lists of events can be had from the steward of the V.R.C. or Mr. H. C. Austin, Hon. Secretary. Entries close on 28th March at 5 p.m.

To-day is St. David's Day. It is not a holiday in Hongkong, although we have a fair number of Welshmen in the Colony. We do not grasp at opportunities of holidays as some of our neighbours do. It is within recollection that some years ago a Bangkok newspaper came out on the 1st March with the announcement: "To-morrow being St. David's Day, there will, in honour of Wales, be no issue of the *Times*?" There was one Welshman in Bangkok at the time!

Mr. William H. Taft, late Governor of the Philippines, and successor to Mr. Root as United States Secretary for War, arrived at San Francisco on 23rd ult. from the Far East. He said in an interview, that if Americans maintained their "attitude of tardiness" in regard to the Philippines the islands must look to the British for their development. Mr. Taft arrived in Washington on the 28th. He was escorted from the railway station by a troop of cavalry, with officers in full uniform. Deceased Presidents or visiting Royalties have received such honours, but other Americans, official or unofficial, have been accustomed to ride in trams or cabs, unless they owned carriages. The innovation is due to Mr. Roosevelt's orders.

A correspondent at Hongkong, writing to the *Army and Navy Gazette*, on the departure of Major-General Sir William Gascoigne, remarks:—"Of Sir William Gascoigne it is impossible to speak too highly. His command has been no soft billet, very far from it, but his success has been such as to have already earned for him one distinction, and will, it is to be hoped, bring him others. He and Lady Gascoigne have identified themselves in every way with the best interests of the Colony, and from one end of it to the other one heard nothing but regret expressed that we should lose simultaneously so good a general and good a governor. I may give you an example of General Gascoigne's true desire to promote the best interests, not only of the Colony, but the British Empire. It speaks volumes for his independence, and it will not be forgotten how readily he acted. It was represented to the general that local supplies of flour were obtained from foreign sources. Like the true Imperialist he is, he at once took up the matter. Why, he asked, in effect, should not Canada and Australia tender and secure the contract? The flour has hitherto come principally from the United States. There is no valid reason why it should, only that the home Government does nothing, or has up to now done nothing, to help the Colonies or put them on favourable terms.

THE DALLAS COMPANY.

Last evening the Henry Dallas Company staged *A Runaway Girl*, one of the most popular of the "Girl" series of musical comedies that has been written. There was a large audience, who followed the movement of the piece with keenest interest and showed a hearty appreciation of its tuneful numbers. Mr. Percival Knight in the part of Flapper was a boat in himself, keeping the house in merriment while he held the stage. Miss Violet Frimpton did the title-role charmingly. Mr. Duncan Munro and Miss Grace Desmond were responsible for a lot of the fun of the piece as Tamarind and Carmenette; while Mr. Frank Cochrane made a hit as Guy Stanley and Miss Alice Wade as Alice; the other parts were well sustained also.

FOOTBALL.

H.M.S. "LEVIAITHAN" v. R.A.

The above, a Shield match, was played on the Club Ground at Happy Valley yesterday afternoon. The sailors kicked off, Kinch and Bell dribbling down the left wing. After the ball had been sent behind for a second time the soldiers, having the advantage of a good goal-kick, commenced an attack. Smith, R.A., made a good shot, but met the goal post. The Blues then brought the ball back, Oldham and Hall doing some good work. The soldiers again attacked, a shot by Wilkes from the right wing going wide. Hall passed to Oldham on the Naval right wing, the latter shooting a good goal. Not very long afterwards another was scored by Brown from the other side; and, still another by Bell from the centre. While there was quite a little group around the R.A. posts, a fourth goal was added by Hutchings, who put the ball into the net off his head. Bell again scored by a fairly long shot from centre. The sailors continued to play a pretty game, though the soldiers, if anything, seemed to improve somewhat. After some more or less give-and-take play Browning, R.A., shot from the left wing, hitting the post. At half-time the score was:—H.M.S. *Leviathan*, 5; R.A., nil. On the restart the Navy were again aggressive, Hutchings shooting from the right wing, but hitting the crossbar. A corner was next given by the Navy goal; Browning sent the ball behind. The *Leviathan* once more passed up field; Bell finishing the run with a goal from close quarters. Hutchings added No. 7 much in the same manner. A penalty was given against the sailors, and Gibling scored the first goal for the R.A., while Copper scored a second goal for them shortly before "time." A poor game ensued:—H.M.S. *Leviathan*, 7; R.A., 2.

LONDON, 29th February, 11.25 a.m.

The War Office Committee reports in favour of the abolition of the Army Corps system. Five generals are to command districts; there are to be eight administrative districts under Major-generals, and nineteen brigade districts, infantry and cavalry being brigaded into corps. Linked battalions are to be abolished.

THE TEST MATCH.

LONDON, 29th February, 11.25 a.m.

No play took place in the fourth test match yesterday, owing to heavy rain.

REUTER'S SERVICE.

THE ATTEMPTED BLOCKING OF PORT ARTHUR.

LONDON, 27th February.

The Japanese Legation has received an official despatch from Tokyo, stating that the Japanese object of blocking the entrance of Port Arthur on the 24th instant was attained, the crews returning safely. The above news is not from Admiral Togo, but its accuracy is indubitable.

LATER.

It is believed in Tokyo that the blocking of Port Arthur was at least partially accomplished.

THE RUSSIANS IN THE RED SEA.

LONDON, 27th February.

A Russian destroyer on Monday night stopped the liner *Mombasa* in the Red Sea. An officer boarded the ship and examined her papers.

THE DALLAS COMPANY.

LONDON, 27th February.

The *gourpares* between Turkey and Bulgaria for a pacific settlement of their differences continue to progress favourably.

GREAT FIRES IN THE UNITED STATES.

LONDON, 27th February.

A great fire has occurred in the business section of Rochester, New York State. Blocks of buildings were dynamited to arrest the spread of the fire. A fire has also destroyed three acres of the business section of Baltimore.

THE GOVERNORSHIP OF NEW ZEALAND.

LONDON, 27th February.

Lord Plunkett has been appointed Governor of New Zealand.

OUR NEW HARBOUR-MASTER.

Writing of the departure of Captain Barnes-Lawrence for Hongkong, the *Gibraltar Correspondent* of the *Naval and Military Record* says:—"Gibraltar has lost, in the departure of Captain Barnes-Lawrence, H.M. (captain of the port), a most popular and much respected official. The P. and O. liner *Jave* called in on Saturday especially to take the gallant captain and his family to Hongkong, they being conveyed to the steamer by one of the port launches, gaily decorated with flowers. The port officials, as also representing the Calpe Rowing Club, and a strong number of the Port Department members, were present at the King's Stairs in the Dock-yard to bid good-bye, the scene being most affecting. Admiral Acland and Lady Acland, as also several other leading officials, afterwards went on board to say farewell. The Mediterranean Rowing Club have presented Capt. Barnes-Lawrence a service-patent, with a handsome travelling-clock, whilst a cubicle, named Barnes-Lawrence, has been added in his memory at the King Edward VII. Soldiers and Sailors' Institute, in which the port captain took such an interest."

"All reports

p.m. on Sunday, but as far as can be seen, that vessel has taken no notice of the order given her, a course of action which she would not be permitted to follow in, for instance, Hongkong or Tsingtao. The Chinese authorities are naturally puzzled how to act; the Taotai has been instructed from Peking to enforce the neutrality rules for which there is international sanction, but there seems reason to fear that the *Mandjou*'s action is deliberately designed so to involve China that Russia may be able to refuse to respect her neutrality, as Japan has refused to respect the neutrality of Corfu. . . . The simplest thing, if it is thought inexpedient that Admiral Sah should tow the *Mandjou* out to sea, would be to remove some vital portion of her machinery, and so disable her as long as she remains outlawed in the port."

In discussing the burning question the *Echo de Chine* points out that the *Monocracy* during the Spanish-American war remained in Shanghai despite all the efforts of the Chinese Government to turn her out, and that no foreign Power lodged any complaint against her remaining in Shanghai at the time, and concludes by asking what is the Chinese Government going to do on the arrival of the next Austrian mail, which is bringing out war materials for the Japanese Government. The *Mercury* comments thus:—"We are not aware that any effort had ever been made by the Chinese Government to turn the *Monocracy* out. If our recollection serves us right nobody took any notice of the *Monocracy* because she was regarded as a floating coffin, and the only use she was put to was to take the U.S. Minister up the Yangtze ports once every year on his visit of inspection of the Consulates. Certainly, she was never regarded as a fighting unit."

The Japanese cruiser *Akitsushima* left Woosung on the 21st ult., but returned to her moorings the following afternoon.

HOME OPINION AT THE OUTBREAK.

The London *Times*, commenting on the situation at the outset of the war, says that Japan did not ask Russia to carry out even her sham evacuation or to move a single soldier, or to renounce one of her rights in Manchuria, which she extorted from China by dubious methods. Japan only asked for recognition in a bi-lateral agreement of Chinese integrity.

London military and naval experts found their estimate of the high ability of the Japanese both in the field and at sea confirmed by the torpedo attack upon Port Arthur on the 8th ult. A high naval authority, intimately connected with the construction of the Japanese fleet, said that the Japanese sailors are the cleverest known and are capable of running the largest ship with only a fortnight's training. Military experts in the Government Council predict that the Japanese soldiers will equally surprise the Russians.

ALICE MEMORIAL HOSPITAL.

FINANCIAL COMMITTEE MEETING.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held yesterday in the Alice Memorial Hospital. Hon. A. W. Brewin presided, and there were also present Hon. C. W. Dickson, Hon. Dr. Ho Kai, C. M. G., Rev. T. W. Pearce, Mr. G. Murray Bain, Mr. J. Goossman, Mr. A. Humejohn, Mr. T. W. Tao, Rev. H. R. Wells (Hon. Treasurer), and Dr. H. MacLean Gibson (Secretary).

The SECRETARY submitted the annual report, which showed that during 1903 the number of out-patients (individual cases) treated in connection with the Alice Memorial and Nethersole Hospitals and Kowloon City Dispensary had increased to 360 in-patients. The Italian Government Delegate had paid to the defendants the interest due on the indemnity for the half-year ending 30th June, 1903. The ratable proportion of the interest received by the defendants in respect of the 120,000 francs transferred as aforesaid to the plaintiffs amounted to 8606. On 28th July, 1903, plaintiffs demanded from defendants payment of the interest received by the defendants on the 120,000 francs, but defendants had not paid the same or any part of it.

Defendants in their statement of defence said it was agreed between the plaintiffs and the defendants that Action No. 211 of 1903 should be withdrawn by the plaintiffs upon condition of the plaintiff receiving a document from the Italian Government Delegate at Shanghai which would entitle the plaintiffs to eventually receive bonds to the full value of 120,000 francs, when bonds should be thereafter issued by the Italian Government for the payment of the indemnity. If the said delegate had in fact issued any document to the plaintiffs which conferred or purported to confer or had the legal effect of conferring upon the plaintiffs any present or immediate right to interest on the said sum of 120,000 francs, such document was not issued in such form at the request of the defendants, but on the contrary was issued in such form in defiance of the express instructions upon the subject which were sent by the defendants to the delegate, to whom instructions they clung leave to refer. They denied that any appointment whatever ought to be made in favour of the plaintiffs in respect of interest on the sum of 120,000 francs, either for the whole period or for any portion of the period between 1st January, 1903, and 30th June, 1902. Even if any apportionment were made, defendants did not admit that it would amount to the sum of 8606.

Mr. Slade, in opening plaintiffs' case, produced the document transferring the sum of 120,000 francs to them and submitted that that document transferred the right to the interest as well as the right to the principal as from the date. It was exactly the same as a transfer of shares; no reference to the interest payable on the shares—when it was a fixed rate—was made in the transfer; when the shares were transferred the transfers obtained his interest on them as from the date of the transfer.

Evidence was afterwards taken and the case was adjourned till to-day.

the income during the past year amounted to \$14,567.14, being \$3,227.16 less than the expenditure.

On the motion of Mr. G. MURRAY BAIN the Treasurer's report was adopted.

Rev. Mr. PEARCE moved a vote of thanks to Messrs. H. C. Nicoll, H. R. Wells, and P. Lawson for their work in connection with the accounts. The motion was agreed to.

On the motion of Mr. J. GOOSMAN, Mr. WELLS was re-elected Treasurer.

Dr. MACLEAN GIBSON moved, Hon. Dr. HO KAI seconded, and it was agreed that Hon. A. W. Brewin be re-elected chairman for the ensuing year.

Hon. Dr. HO KAI moved that the Alice Memorial Maternity Hospital be affiliated with the Alice Memorial and Nethersole Hospitals so that the one Finance Committee could manage and administer the three hospitals. He mentioned that the Maternity Hospital was almost ready for the reception of patients, and that ground had been acquired for the extension of the Alice Memorial and Nethersole Hospitals, so that they should have a new hospital in about two years.

The CHAIRMAN seconded the motion, and it was agreed to.

This was all the business.

SUPREME COURT.

Monday, 29th February.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PRESIDENT JUDGE).

CHAN A FOOK v. W. NERVEGA.

A case was called in which Chan A Fook and another sued W. Nervega and another for the recovery of \$606, interest on 120,000 francs alleged by the defendants to have been transferred to them by the said Italian Delegate on the 25th ult. The plaintiff pleaded guilty.

After corroborative evidence by the 1st and 2nd mates defendant said on the 24th ult. he received a letter saying his wife was dead. Capt. Cox had promised to give him an advance of \$6 to send home, and, on the 25th, he went to Moji in the meanwhile. Defendant had been doing duty all right ever since.

Plaintiffs in their statement of claim stated that they were merchants. Defendants were Italian subjects who formerly carried on business under the style of W. Nervega & Co., and now resided in Hongkong. In November, 1902, plaintiffs commenced an action (211) against the defendants in the Original Jurisdiction of the Supreme Court. In 1901 defendants had awarded to them a large sum to be paid by the Chinese Government by way of indemnity for losses sustained by the defendants during the Boxer rebellion. This indemnity awarded to the defendants was payable to them by the Italian Government Delegate at the Commission of Bankers in Shanghai and until payment bore interest of 4 per cent. per annum, payable half-yearly.

His Worship said, in consideration of the fact that he had elapsed, and in consideration of it being clear that defendant was drunk, and in consideration that defendant pleaded guilty, he would deal leniently with the case: six weeks' hard labour.

MARINE COURT.

Monday, 29th February.

BEFORE THE HON. CAPT. L. A. W. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

The new Harbour Master appeared in the capacity of Marine Magistrate at Hongkong for the first time yesterday morning. He opined, from the bench, that, from his first experience, Chinese witnesses were not very satisfactory. Two cases came on for hearing, and two cases on one day, by the way, is quite a record for the Marine Court, where for a whole week sometimes the magistrate is not called upon.

ASSAULTING OFFICERS.

Charles Edward Cox, master of the British steamer *Ascut*, charged James Hoy, a fireman, with assaulting the 1st and 2nd mates at Kobe on the 23rd ult.

The defendant pleaded guilty, saying he was drunk at the time of the occurrence.

The plaintiff, sword, deposed that defendant had assaulted the 1st and 2nd mates when trying to enter the saloon in a drunken condition. He had threatened to kill them, and struck them both. The mates overpowered, and put him in irons. When plaintiff returned on board ship from the shore he found defendant in this condition—quite drunk. Defendant threatened to kill him also, calling him a bastard and using other abusive language. As the British Consulate was shut he asked the Japanese police to take care of him. The Consul advised him that, as the man was not a deserter, the Japanese had no jurisdiction, the assault having been made on a British subject. War was about to break out, so the Consul advised him not to press the case, but to charge defendant at the first British court. Defendant therefore returned on board. The steamer had only been to Moji in the meanwhile. Defendant had been doing duty all right ever since.

After corroborative evidence by the 1st and 2nd mates defendant said on the 24th ult. he received a letter saying his wife was dead. Capt. Cox had promised to give him an advance of \$6 to send home, and, on the 25th, he went to the cabin to get it. He was drunk, and pleaded guilty.

In answer to a question as to how he got the liquor he said that the captain only gave the men ten shillings at a time, allowing them a tailor; the men had to sell the clothes they bought.

His Worship said, in consideration of the fact that he had elapsed, and in consideration of it being clear that defendant was drunk, and in consideration that defendant pleaded guilty, he would deal leniently with the case: six weeks' hard labour.

RULE OF THE ROAD.

Lance-Sgt. 97 for the second time this month charged Wing Pak Tai, master of the launch *Cheong Lee*, with failing to observe the rule of the road, whereby a collision might have occurred on the 25th inst. Mr. G. K. Hall Bruton, of Messrs. Mounsey & Bruton (solicitors), appeared for the defence.

Defendant pleaded not guilty.

Mr. Bruton complained that the charge-sheet was rather vague; it did not state what place, when, or which of the many regulations of the rule of the road defendant was charged with failing to observe.

Capt. Barnes-Lawrence said he thought the charge-sheet in order. He agreed with Mr. Bruton about the regulations; he wished there were a few less.

Plaintiff, sworn, deposed that at 8.55 p.m. on the 25th inst. he was on police duty in No. 7 pinnace at Yaumati Bay. When about 100 yards from the entrance to the fairway to Yaumati wharf he saw the defendant's launch on his port side. She gave one blast indicating that she was going to starboard. He took no notice. She then altered her course to starboard, and was about ten or fifteen feet from the police pinnace's bow; she cut right across their bow. They had to alter their course to starboard to avoid collision. He went aboard, took the cox's name, and summed him.

Mr. Bruton asked plaintiff several questions; plaintiff objected to disclosing to the public what course the police pinnace had taken between 6 p.m. the time they left the police pier, and the time of the incident in question.

Mr. Bruton asked plaintiff if it was not a fact within his knowledge that the defendant had been a coxswain for 13 years, and that no complaint, till within the last month, had been made against him. "Yes" or "No" please?"

"I don't know whether I ought to answer that question."

"Yes" or "No"?"—"Yes."

"You brought the same charge against him before?"—"Yes."

After evidence by the Chinese coxswain of the police pinnace, Mr. Bruton brought evidence to prove that the defendant's launch had not passed the plaintiff's launch at all, but had been ahead of it. He mentioned that on the previous occasion when a Chinese coxswain had given evidence against defendant, the evidence did not agree with that of the plaintiff, who was the same in both instances. This Chinese coxswain had been discharged from the police pinnace.

Moreover, the plaintiff's evidence and that of his witness did not altogether agree. He would ask His Worship to discharge defendant.

His Worship did not consider the case proven, and dismissed it accordingly.

A telegram from Ormond, Florida, states that Mr. W. K. Vanderbilt in a 90-horse power Mercedes automobile car covered a mile in 39 sec. official time, along the hard, sandy beach.

POLICE COURT.

Monday, 29th February.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

GAMBLING.

As the result of a most exciting raid, made by Inspector McNaull No. 242, Queen's Road West, on Sunday afternoon, a party of 22 Chinamen had to make their appearance at the Magistracy yesterday on a charge of gambling, and maintaining a house for the purpose of gambling. When the police entered the room the men dropped their money, and made for the doors and windows, but were confronted with constables, and had at last to quietly submit to arrest. On the table in the room were found 38.73, packs of cards, dominoes, dice, and other gambling things.

They had no defence, admitted that they were gambling, and pleaded that they had been very much frightened by the entry of the police.

His Worship fined the keeper of the house,

and the manager of the game \$25, or 1 month and three hours in the stocks each, and the other

20 \$3 or 7 days each.

REVIEWS.

East of Asia. Vol. II. No. 4. Shanghai: North-China Herald Office.

Though we cannot appreciate the colouring of its cover, the new number of the *East of Asia* magazine is one of more than usual interest. Two of the best articles in it concern Japan—Mr. Francis McCullagh's "The Japanese Army Maneuvres" (extracts from which have already been quoted in the *Daily Press* columns), and Mr. C. E. Bruce-Mitford's "Up Fuji with a Camera," the only fault we have to find with which is that some of the photographs are rather poorly reproduced.

Other excellent contributions are Dr. R. C. Babu's "Stories of Nanking," Dr. Macklin's "Triannual Examinations in China," and Mr. S. J. Woodbridge's "Keling." But there are several other readable articles, and the majority of the illustrations are very good. An interesting notice of Mr. F. Cumont's *Mysteries of Mithra* occurs among the book reviews.

A special notice states that the next issue of the *East of Asia* will be a special number, which will deal almost exclusively with educational subjects in the Chinese Empire. It will be embellished with photographs of the educational establishments and prominent educationalists in China; and it is hoped that it will be published in time for the approaching S. Louis Exposition, for which a special edition will be prepared.

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Buddhism. Vol. I. No. 2. Rangoon: International Buddhist Society.

The second number of this enterprising quarterly, published at Rangoon by the International Buddhist Society, maintains the high level of its predecessor. The greater part of the first 30 pages are taken up with an account of the installation of the Thathanabaing (Archbishop, practically) of Upper Burma, and with some reflections on the ceremony. Some accounts of this a good many have read before; but the rest of the magazine has plenty of new matter of an interesting character.

The whole magazine is marked by the sincerity of its tone, and whatever we may think of its object we can but admire its spirit. The contributors to the present number include Professor Rhys Davids, Messrs. James Allen (author of *All These Things Added*, etc.), E. H. Sieg, and others, including, of course, the Editor himself, who has several articles. "Notes and News" and "As Others See Us," a discussion on reviews of the first number of *Buddhism*, are very readable.

The only thing to be regretted is the absence of any translations from the Pali in the present number; though Mr. Maung Kin's "Legend of Upagutta," from a Burmese translation of a Pali tale, is very interesting.

The illustrations are capitally reproduced, as in the first number. They include a portrait of the Thathanabaing and a scene at the Durbar when he was installed by Sir Hugh Barnes.

Portraits of the Sixties. By JUSTIN MCARTHY. London: T. Fisher Unwin.

This is a book which might almost as well not have been written, both as regards the author's fame and also as regards the instruction conveyed. Old men, however, will be writing as well as talking, and do not know when they have done. More last words spoil the fame of many writers. So fast do we live now that the Sixties appear, at least to the just risen generation, to be ancient history, and it will do them good to enter this collection of portraits and study Dickens, Thackeray, Carlyle, John Bright and the other celebrities whom the author of *A History of Our Own Times* has sketched in a simple and agreeable way. Mr. McCarthy enlarges on the crinoline (it was large enough), and certainly if the early Sixties had bequeathed no other memory to a curious and contemplative posterity, the crinoline would have made them a remarkable period.

Directory of Bangkok and Siam for 1904. Bangkok: Bangkok Times Office.

This Directory is now in the fifteenth year of publication. Besides the usual lists of commercial houses in the country and officials in the Government Departments, the book includes, in a concise and readable form, an amount of information on the history, customs, and institutions of the country which justifies the publishers in recommending it as "A Guide to Siam."

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Regain Management of the Photographic Business hitherto carried on in their names on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD CENTRAL

[88]

RUSSIAN NAVAL REINFORCEMENTS.

BRITISH DESERTERS ON U.S.A.T. "KILPATRICK."

On the 20th inst. the five British deserters who were arrested on board the U.S. transport *Kilpatrick*, were brought up for identification at Singapore pending their being handed over to the military escort.

The men were arrested by Inspector H. Hart at 9.30 a.m. on the 15th instant on telegraphic instructions from Ceylon. They all

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: DRESS, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

ALBIONS' DANCE.

BOATS will leave Murray Pier at 9 P.M., and Police Pier, Kowloon, at 8.35. Late Trams leave at 12.45 and 1.45. Hongkong, 1st March, 1904. [614]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.

THE Steamer

"BRAEMAR."

Captain S. L. Saxby, will be despatched for the above ports on FRIDAY, the 4th March, at 4 P.M.

For Freight, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 29th February, 1904. [609]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC."

Captain Flandin, will be despatched for the above ports on or about MONDAY, the 7th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 1st March, 1904. [2]

FOR YOKOHAMA AND KOBE.

THE Steamer

"ERISGAVIA."

Captain Schüller, will be despatched for the above ports on WEDNESDAY, the 9th March, at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th February, 1904. [610]

JAVA-CHINA-JAPAN LIJN.

FROM BATAVIA, CHERIBON, SAMARANG, SOURABAYA, AND MACASSAR.

THE J.C.J.L. Steamship

"TJIMAH."

Captain Jansen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any cargo impeding her discharge and/or cargo left on board after 4 o'clock on the 1st of March, will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

The steamer will be despatched for Shanghai and Japan on the 3rd of March.

HOLLAND-CHINA TRADING CO., Agents.

Hongkong, 29th February, 1904. [611]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamer

"GLENLOGAN."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claim will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 29th February, 1904. [612]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamer

"BRAEMAR."

Captain S. L. Saxby, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wan Chai Storing Company at Wan Chai and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 29th February, 1904. [613]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MENELAUS."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 2nd prox.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 7th prox.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 7th prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 9th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWINEY, Agents.

Hongkong, 29th February, 1904. [1011]

ENTERTAINMENTS

THEATRE ROYAL.

THE

HENRY DALLAS MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT (TUESDAY),

"RUNAWAY GIRL."

TO-MORROW NIGHT (WEDNESDAY)

AND THURSDAY,

"BELLE OF NEW YORK."

FRIDAY AND SATURDAY,

"THE MESSENGER BOY."

PRICES \$3, \$2, and \$1.

Plans at Robinson Piano Co. Ltd.

Late Tram each night 15 minutes after fall of curtain.

W. FLEMING VALLANCE, Manager.

Future pieces will be duly advertised.

Hongkong, 15th February, 1904. [523]

HONGKONG PHILHARMONIC SOCIETY.

NOTICE.

The First of the Series of the SOCIETY'S SUBSCRIPTION CONCERTS will be given

SATURDAY, 5th MARCH, 1904,

in ST. ANDREW'S HALL,

at 9 P.M.

Programme will be announced later.

Prices of admission to non-subscribers:—

\$3 and \$1 (Limited Number).

PETER DOW,

Hon. Secretary (Vocal).

H. W. D. SCHMIDT,

Hon. Secretary (Orchestra).

Hongkong, 29th February, 1904. [589]

LOST.

ON Wednesday Evening, the 24th inst., en Route from City Hall, Ice House Street, Wyndham Street, Old Bailey and Caine Road to "Priory Lodge," ONE GOLD KRUGER SOVEREIGN BRACELET, with Owner's and Giver's name engraved on inside.

Finder will be handsomely rewarded on delivering same to—

H. C. A., Care of Daily Press Office.

Hongkong, 26th February, 1904. [588]

HONGKONG JOCKEY CLUB.

FOUND.

WITHIN the Jockey Club Compound,

A BUNCH OF KEYS and a LADY'S HANDKERCHIEF; also a FOX TERRIER DOG with the License Number 2509 affixed to his collar.

The owners may recover the above by applying to—

T. F. HOUGH,

Clock of the Course.

Hongkong, 29th February, 1904. [604]

ZETLAND LODGE NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the Freemason's HALL TO-NIGHT (TUESDAY), the 1st MARCH instant, at 8.30 or 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th February, 1904. [570]

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Hongkong, 12th January, 1903. [3434]

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Hongkong, 26th February, 1904. [587]

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Hongkong, 12th January, 1904. [205]

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W. M. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

NOTICE OF FIRM

NOTICE.

NOTICE IS HEREBY GIVEN that the INTERNATIONAL BANKING CORPORATION have, as from the ninth day of FEBRUARY, 1904, taken over the business of the EASTERN BRANCHES of the GUARANTY TRUST COMPANY OF NEW YORK, being the businesses CARRIED ON by the latter Company in Hongkong, Shanghai and Manila, and that, as from the said ninth day of FEBRUARY, 1904, The International Banking Corporation will be responsible for and will duly meet and liquidate all the outstanding obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the branch business heretofore carried on in Hongkong.

For The International Banking Corporation,

CHARLES R. SCOTT,

Manager.

For The Guaranty Trust Company of

New York,

E. F. GEORGE,

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Hongkong, 29th February, 1904. [3335]

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Hongkong, 17th October, 1903. [251]HIRANO WATER,
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THE LEADING MINERAL WATER OF THE EAST
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BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [440]

PARIS LETTER.

Paris, 22nd January.
If the weather was not so intensely cold one would imagine oneself in the month of July, so dull is the metropolis actually, and the papers are full of nothing. The fact is there is very little news to chronicle, while every person who is anybody has left for warmer regions. The political world is very quiet, and is not excited over the Far Eastern question; the Government is preparing for future events, and does not mean to be caught napping. Russian movements are becoming more and more mysterious. It is noted that though the Tsar desires peace at all costs, he still shuns a blind eye to the thousands of soldiers pouring into Port Arthur; that alone is enough to almost cause a *catastrophe*. The fact is that Russia finds it more difficult to climb down than she at first reckoned; few can expect Japan to wait indefinitely while Russia is hurrying out ships and men to the Far East. Opinion is naturally divided over the actual situation, which is a perplexing one; many think that there will be no war, and that one or the other parties will give way at the last moment. Japan is as firm today as she was at the beginning; in other words, she has no intention to yield; consequently, if peace is to be assured the Tsar's Government must give something more than vague assurances that it means well. Acts, not words, are what the Japanese are waiting for from hour to hour; they like the rest of the world, know exactly the true value of pledges and promises of such a country as Russia. The accumulation of forces at Port Arthur and Dabu suggest an overpowering of Korea by Russian troops; this Japan anticipates, and must, for the sake of her own safety, strike a decisive blow at her sly adversary.

Parisians are full of the radium question, and continue to discuss its merits generally. As to its inventor, little is known of him, save that he is the most modest and retiring of men, and which is probably the reason why he has been hitherto so little known to the general public. M. Curie, however, is a great celebrity among his *confreres* of the scientific world; he is considered a savant, on the eve of becoming a candidate for the Institut de France, or Academie, inhabited by the *Immortels*. His friends feel sure that he will be elected, for his discovery has won a great reputation for him and his wife. M. Curie does not wish to offend anybody, though he would prefer to remain the simple gentleman he is, and not burdened with honours. He somewhat dreads his Academic election; and not unnaturally so, considering that it is customary when a man is candidate in France for the Institut, for him to pay a visit to each of these august bodies. Persons of this class in France, as a rule, are anything but addicted to luxury; as they usually live in modest though comfortable apartments situated on the fifth floor, in the Luxembourg quarter, to attain which one has to climb innumerable flights of highly-waxed stairs. This may explain why M. Curie, if he could only have his wish, would prefer to "decline with thanks." His friends felt greatly disappointed at the last moment, when M. Curie informed them that, instead of presenting himself for the vacant Academic chair, he had vacated the marvellous scientific capabilities of his rival M. Amagat. The election of the latter pleased M. Curie more than if he had himself been elected; he has no objection to being left out in the cold. Independence is worth more than obligations often.

The official breeding of fish in France is making considerable progress, and Parliament is thinking seriously of shortly increasing its annual contribution of 35,000 francs, for technical researches, relating to fishing. The zoological laboratory of Boulogne-sur-Mer, La Hougue, Etaples, Concarneau, Fecamp, les Sables d'Olonne, Banyuls, Marseilles, and Tamaris, which are employed for the purpose, are doing very well. The object is to study the industrial side of the fish culture question. The investigators were first to decide, if the young fish—fry or alewife—can be transported. Decided affirmatively for certain river fish, but not proven in the case of sea fish. Second point.—Can these alewives taken from the basin survive their immersion in the sea? This point has yet to be satisfactorily settled. Technical opinion favours maritime fishery schools, where a child destined to become a fisherman can learn a great many useful subjects—become, in a word, a "handy-man." The idea of the fishery school is quite new to France, a fact which is rather surprising, as fishing is a calling that realises over six millions of francs a year, employs 90,000 men, and 10,000 boats. The school is required to

teach lad a little navigation, plenty of local, and a great deal of general geography. They require to be instructed how to modify their manner of fishing as events demand. The first school was established in 1895 in the Isle of Groix, in the department of the Orient, and the head centre of the fishing industry. Sailors as a rule are ignorant, and when not at sea pass their spare time in wine-shops. The schools at Groix opened with 52 pupils. It led to the formation of similar schools at Dieppe and the Sables d'Olonne. The Dieppe Chamber of Commerce is erecting fine premises for its school, which is to become the model professional school of fishery. It gives general as well as technical instruction. It is managed by the municipality, but attendance is not obligatory. The technical teaching takes place in the afternoon, and comprises elementary mathematics, practical navigation, the construction and use of fishing apparatus, the curing and preserving of fish, the making and repairing of nets, to catch only marketable fish. The school of Marseilles is located in an old ship. The pupils are received between the ages of 10 and 16, and must remain for a period of two years. The general management of the schools proceeds on the same lines, and hints and ideas are freely borrowed from the Irish Fishery School, at Baltimore, in the County of Cork.

The Paris Faculty of Medicine has thrown some fresh light on the mysterious sleeping-sickness. The results of the exhaustive inquiry confirm that the malady which prevailed to such an extent in French Africa is really the outcome of a sting or bite by a member of the mosquito family. The disease has been known to take as long as eight years to develop. It generally attacks strong, healthy young men, and is found most frequently in well-watered districts; it is also most prevalent in the wet season. Though no cure for the disease has as yet been discovered, the Government, who intends to continue its enquiries, hopes before long to publish fresh facts about sleeping-sickness. The medical world at home is engaged on the subject, and trusts to succeed in its aim—to find a cure. With time, this difficulty will be overcome.

The creation of more friendly relations between France and Siam is gradually becoming a *fait accompli*. The French who are very sanguine about this, will have to thank their old friend, England, for successfully bringing about such an alliance. The negotiations which have been going on since some time between the two countries have borne good fruits. M. Delacasse never lost hope, though he was severely blamed by his countrymen for the delay that has occurred in coming to an arrangement. Rome was not built in a day. Had it not been for the Parliamentary influence of M. Etienne, and his Chauvinist followers, who did not at all relish the idea of a settlement depriving them of pin-pricking opportunities against England, the formal agreement executed two years ago between M. Delacasse and the Siamese Minister in Paris—which, after all, only needed French ratification to remove every point in dispute, and so establish a lasting *modus vivendi*—everything would now be settled amicably. Since Anglo-French friendship is restored, efforts are made to come to terms with Siam; nobody has been or is more anxious to do this than the Bangkok Government. The French—especially the Colonial Party—ought to bear in mind that the Siamese are willing to concede considerable territory to France, as a make-weight, in addition to meeting all expenses of policing the neutral zone on the right bank of the Mekong. What more do they want?

The works are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1674]

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The continued adulteration of cider in France is causing a great deal of alarm in Normandy and other parts. Competition was bad enough, remark tradesmen, but falsification is certainly worse still. As most people are aware, the French cider industry has hardly been able to hold its own for some time, owing to fierce foreign rival trade, so that the new dangerous competition—comes, when the industry is already seriously affected. What does the Government intend to do? That is really the question which all manufacturers are asking. Delay spells ruin, while the historical reputation of

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TAMES & CO. Agents. Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

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THE UNIION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

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PHEONIX FIRE OFFICE.

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[410]

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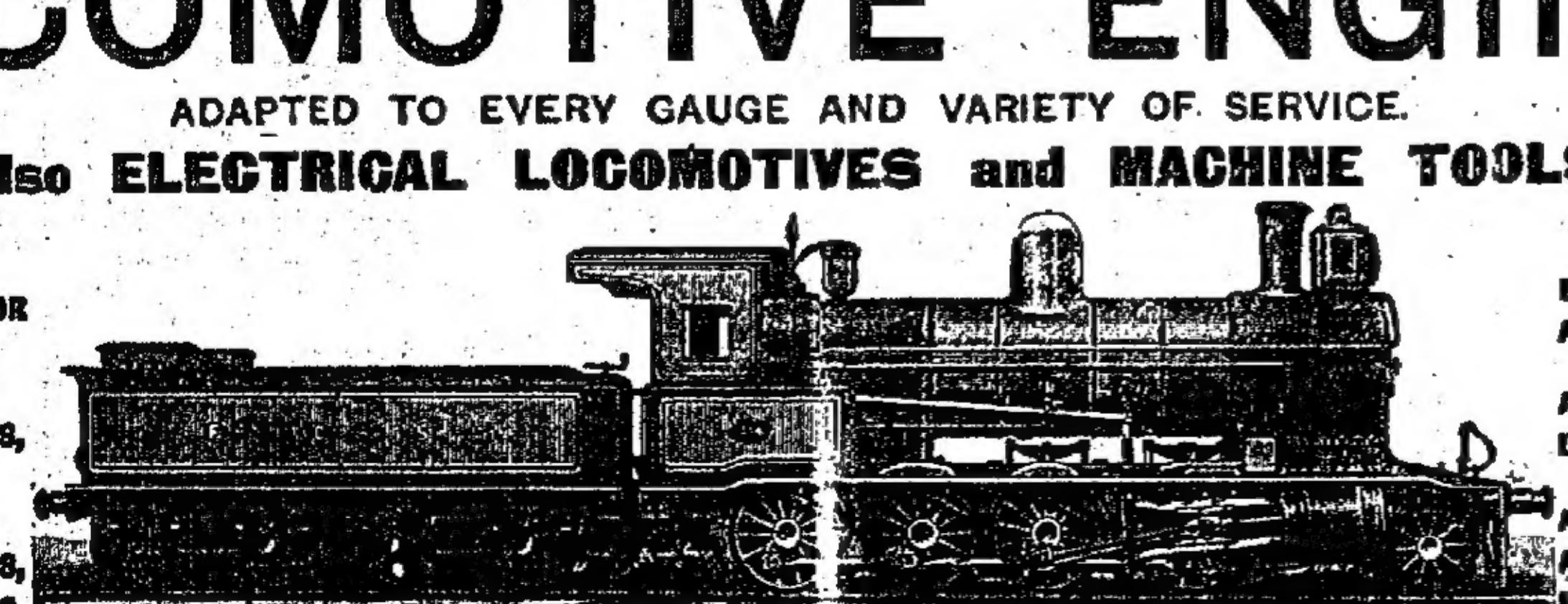
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 29th February.
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Hongkong, 25th February, 1904. [586]



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LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	T. Darke	P. & O. S. N. CO.	About 3rd inst.
LONDON & ANTWERP	GLENGLYME	Brit. str.	C. R. Longdon	McGREGOR BROS. & GOW	5th inst.
LONDON, &c. VIA PORTS OF CALL	BALLAART	Brit. str.		P. & O. S. N. CO.	12th inst., at Noon.
LONDON & ANTWERP	AJAX	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
LONDON & ANTWERP	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
LONDON & ANTWERP	MACHAON	Brit. str.		BUTTERFIELD & SWIRE	12th April.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	R. Guigues	MESSAGERIES MARITIMES	26th April.
LONDON & ANTWERP	AUSTRALIAN	Frenstr.	Dowers	MELCHERS & CO.	8th inst., at 1 P.M.
MAISSEUILLES, &c., VIA PORTS OF CALL	SEYDLITZ	Brit. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
BREMEN, VIA PORTS OF CALL	SITHONIA	Gor. str.		HAMBURG-AMERIKA LINIE	To-day.
LAVERE, BREMEN & HAMBURG	BAMBERG	Gor. str.		HAMBURG-AMERIKA LINIE	17th inst.
HAIRE & HAMBURG	SAMBIA	Gor. str.		HAMBURG-AMERIKA LINIE	25th inst.
HAIRE & HAMBURG	ABESSINIA	Gor. str.		HAMBURG-AMERIKA LINIE	5th April.
HAIRE & HAMBURG	SUEVIA	Gor. str.		HAMBURG-AMERIKA LINIE	19th April.
HAIRE & HAMBURG	ARTEMISIA	Gor. str.		HAMBURG-AMERIKA LINIE	23rd inst.
TRISTE, &c., VIA SINGAPORE, &c.	SILESIA	Gor. str.		HAMBURG-AMERIKA LINIE	24th inst.
GENOA, MARSEILLE & LIVERPOOL	GLACUS	Brit. str.		HAMBURG-AMERIKA LINIE	3rd inst.
GENOA, MARSEILLE & LIVERPOOL	IDOMENEUS	Brit. str.		HAMBURG-AMERIKA LINIE	9th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.		HAMBURG-AMERIKA LINIE	27th April.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.		HAMBURG-AMERIKA LINIE	10th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.		HAMBURG-AMERIKA LINIE	21st inst.
VICTORIA (B.C.) & SEATTLE VIA NAKA, &c.	NINGCHOW	Brit. str.		HAMBURG-AMERIKA LINIE	20th April.
PORLAND, OREGON	INDRASAMHA	Brit. str.		HAMBURG-AMERIKA LINIE	About 1st inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.		HAMBURG-AMERIKA LINIE	27th April.
AUSTRALIAN PORTS	EASTEN	Brit. str.		HAMBURG-AMERIKA LINIE	10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOREA	MALACCA	Brit. str.	A. F. Street	HAMBURG-AMERIKA LINIE	9th inst.
YOKOHAMA & KOBE	BRISGAVIA	Brit. str.	Schulke	HAMBURG-AMERIKA LINIE	9th inst.
KOBE & YOKOHAMA	BAEAMAE	Brit. str.	S. L. Saxy	HAMBURG-AMERIKA LINIE	4th inst.
TIENTSIN	CHIHLI	Brit. str.		HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	LYEEMOON	Brit. str.		HAMBURG-AMERIKA LINIE	3rd inst.
SHANGHAI, NAGOAKI, HIIGO & YOKOHAMA	TAMSCI	Brit. str.		HAMBURG-AMERIKA LINIE	2nd inst.
SHANGHAI, KOBE & YOKOHAMA	PREUSSEN	Brit. str.		HAMBURG-AMERIKA LINIE	24th inst.
FOOCHOW, VIA SWATOW & AMOY	A. BEHIC	Brit. str.		HAMBURG-AMERIKA LINIE	25th inst.
TAMSUI, VIA SWATOW & AMOY	TRIUMPH	Brit. str.		HAMBURG-AMERIKA LINIE	26th inst.
ANPING (DIRECT)	M. STRUVE	Jap. str.		HAMBURG-AMERIKA LINIE	27th inst.
ANPING, VIA SWATOW & AMOY	RUGBY	Jap. str.		HAMBURG-AMERIKA LINIE	28th inst.
SWATOW, AMOY & FOOCHOW	TRITOS	Jap. str.		HAMBURG-AMERIKA LINIE	29th inst.
MANILA	HAICHING	Brit. str.		HAMBURG-AMERIKA LINIE	30th inst.
MANILA	TEREMONT	Brit. str.	T. W. Garlick	HAMBURG-AMERIKA LINIE	5th inst., 10 A.M.
MANILA	RUBI	Brit. str.	R. W. Almond	HAMBURG-AMERIKA LINIE	9th inst.
MANILA	EASTERN	Brit. str.	A. F. Street	HAMBURG-AMERIKA LINIE	12th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
CEBU & ILLOIO	SHANS	Brit. str.		HAMBURG-AMERIKA LINIE	3rd inst., at 4 P.M.
ILIOIL	WUCHANG	Brit. str.		HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	J. G. Olilent	HAMBURG-AMERIKA LINIE	To-day, at 4 P.M.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, FONDACHEERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAIRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

OREGON RAILROAD & NAVIGATION CO.

TONS CAPTAIN TO SAIL ON

"INDRASAMHA" 5,197 W. E. Craven March 24, 1904

"INDRAVELLI" 4,899 H. P. Craven April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 19th February, 1904. [14]

SEYDLITZ

WEDNESDAY 2nd March

ROON

WEDNESDAY 16th March

FREUSSEN

WEDNESDAY 30th March

HAMBURG

WEDNESDAY 13th April

PRINZ HEINRICH

WEDNESDAY 27th April

OLDENBURG

WEDNESDAY 11th May

BAYERN

THURSDAY 26th May

SACHSEN

THURSDAY 9th June

ZIETEN

THURSDAY 23rd June

SEYDLITZ

THURSDAY 7th July

* Steamers of the Hamburg-American Line.

WEDNESDAY 2nd March

WEDNESDAY 16th March

WEDNESDAY 30th March

WEDNESDAY 13th April

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FOUNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 2nd March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANDENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

HOMEBWARDS.

FROM	STEAMERS	TO SAIL
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"AJAX"	On 15th March.
* GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.
LONDON and ANTWERP	"MACHAON"	On 12th April.
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 20th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 24th March.
The s.s. "RHIPHEUS" left Singapore on the 25th inst., p.m., for this port.		
The s.s. "TYDEUS" left Victoria B.C. on the 21st inst., for Japan and Hongkong.		
The s.s. "PELEUS" left Moji on the 23rd inst., at daylight, for Hongkong.		

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

Hongkong, 27th February, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SHANSI"	On 1st March, 4 P.M.
TIENTSIN	"CHIHLI"	On 1st March.
MANILA	"CHENAN"	On 2nd March, 4 P.M.
ILOILO	"WUCHANG"	On 3rd March, 4 P.M.
SHANGHAI	"TAMSU"	On 3rd March, 4 P.M.

POR DARWIN, THURSDAY,
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[12]

Hongkong, 26th February, 1904.

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.
THE Steamship

"GLENGYLE"

Captain T. Darke, R.N.R., will be despatched as above on SATURDAY, the 5th March.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 16th February, 1904.

[523]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BALLARAT"

Captain C. R. Longden, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, etc., on SATURDAY, the 12th MARCH, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bon Bay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st March, 1904.

[13]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodore Steamer

"PAUL BEAU"

Captain Franzen leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual, and will shortly be followed by the Steamer "CHARLES HARDOUIN".

These two magnificent and up-to-date steamers are lighted with Electricity. The Saloon is under European Supervision.

First Class European \$3.00
Second Class European \$3.00
First Class Chinese \$1.50
Second Class Chinese \$0.80
Deck \$0.30

Company's Wharf is at the end of Queen's Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central,
Hongkong, 15th February, 1904.

[420]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

From Aleppo, ex s.s. "Pandit."

Goods not cleared by the 3rd prox., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directors and Descriptions are of

THE CHRONICLE
AND
DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS INDIA, PHILIPPI-
NES, BORNEO, &c.

WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR
1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland Indies to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDE for the TOURIST, giving every detail in connection with the places, their HISTORY, Topography, &c., &c.

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POST OFFICE NOTICES.

The *Armand Béhic* with the French Mail, of 6th ult., left Singapore on Monday, the 29th ult., at 8 p.m., and may be expected here on or about Monday, the 7th inst. This packet brings replies to letters despatched from Hongkong on 5th January.

The *P. C. L.* with the German Mail left Singapore on Saturday, the 27th ult., at 1 p.m., and may be expected here on or about Thursday, the 5th inst.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

MAILS WILL CLOSE.

FOLK

	PER	DATE
Patshau	Tuesday, 1st,	7.30 A.M.
Holsten	Tuesday, 1st,	10.00 P.M.
Emma Layken	Tuesday, 1st,	9.00 A.M.
Heching	Tuesday, 1st,	1.15 P.M.
Hinhang	Tuesday, 1st,	2.00 P.M.
Laysoon	Tuesday, 1st,	2.00 P.M.
Gregory Apoor	Tuesday, 1st,	2.00 P.M.
Tungkong	Tuesday, 1st,	3.00 P.M.
Shans	Tuesday, 1st,	3.00 P.M.
Chikli	Tuesday, 1st,	5.00 P.M.
Raylor	Tuesday, 1st,	5.00 P.M.
Tai Chan	Tuesday, 1st,	5.00 P.M.
Hoi Fu	Tuesday, 1st,	5.00 P.M.
Wingchai	Tuesday, 1st,	5.00 P.M.
Honan	Tuesday, 1st,	5.00 P.M.
Harkan	Wednesday, 2nd,	7.30 A.M.
Wednesday, 2nd,	8.00 A.M.	
Wednesday, 2nd,	9.00 A.M.	
Wednesday, 2nd,	10.00 A.M.	
Wednesday, 2nd,	10.45 A.M.	
Printed Matter and Samples	10.00 A.M.	
Registration	10.00 A.M.	
(Registration, with lat fee of 10 cents, up to 10.45 A.M.)		
Letters	11.00 A.M.	
Wednesday, 2nd,	1.15 P.M.	
Weinshay	Wednesday, 2nd,	3.00 P.M.
Chenan	Wednesday, 2nd,	3.00 P.M.
Yuensang	Wednesday, 2nd,	3.00 P.M.
Taichan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Honan	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
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Tamou	Wednesday, 2nd,	5.00 P.M.
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Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang	Wednesday, 2nd,	5.00 P.M.
Tamou	Wednesday, 2nd,	5.00 P.M.
Tai Chan	Wednesday, 2nd,	5.00 P.M.
Hoi Fu	Wednesday, 2nd,	5.00 P.M.
Wingchai	Wednesday, 2nd,	5.00 P.M.
Fishan	Wednesday, 2nd,	5.00 P.M.
Kishan	Wednesday, 2nd,	5.00 P.M.
Powata	Wednesday, 2nd,	5.00 P.M.
Hue	Wednesday, 2nd,	5.00 P.M.
Hinhang	Wednesday, 2nd,	5.00 P.M.
Tungkong	Wednesday, 2nd,	5.00 P.M.
Wuchang</td		